

FORM NO. 51.41
MAY 1949

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SECURITY INFORMATION

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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

INTELLOFAX 25

COUNTRY Germany (Russian Zone)
SUBJECT Procurement of Rails and Ties
in the Schwerin Railroad District

A 5233

DATE DISTR. 28 November 1951

NO. OF PAGES 1 (4 Pages)

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1. [redacted] the Schwerin regional railroad headquarters, stated that no passing sidings of the Luebeck-Bad Kleinen railroad line within his railroad district were to be dismantled because the S.G.C. had ordered that the carrying capacity of this line should not be reduced. (1)
2. The condition of the tracks in the Schwerin railroad district is so poor that only intensive maintenance work can keep them serviceable. An estimated 30 percent of the superstructure is in good condition, 55 percent is fair and 15 percent is in poor condition. Ties and small fittings are a very critical item. (2)
3. The dismantling of Schoenberg-Dassow railroad line was begun on 3 September 1951. The rails and ties dismantled from this line are being used for the construction of a track from Land Hagenow to Zarrenthin. The heavy rails of this track have been dismantled for use on other lines of the Schwerin railroad district. (3)

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4. Tracks to be dismantled include:

Schoenberg-Dassow		100 km F 6
Kirch-Jesar	track 1	0.7 km S 49
Mallies	track 4	0.42 km F 6
Basel	track 2	0.22 km F 6
Elowen	track 3a	0.63 km F 6
Neustadt/Glene	track 8	0.25 km F 6
Knegendorf	private siding	0.048 km F 6
Sanitz	tracks 3 and 4	0.22 km F 6
Bohwin	track 3	0.1 km F 6 (4)

5. Tracks dismantled include:

Brahlsdorf	track 8	0.665 km F 6
Brahlsdorf	track 3	0.22 km F 6
Beisenburg	track 7	0.06 km F 6
Bad Deberan	track 6	0.051 km F 6
Behmen	track 5a	0.09 km F 6
Waran	private siding	0.096 km F 6
Stallshagen	private siding	0.078 km F 6
Perleberg	track 15	0.138 km F 6
Dargenthin	dead-end siding	0.096 km F 6
Ribnitz	tracks 7 and 15	0.121 km F 6

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Pritzier	track 4	0.14 km F 6
Jasnitz		0.136 km F 6
Klein-Grabow	track 2	0.03 km F 6
Grass-Wuestenfelde	track 2	0.145 km F 6

Notes: F stands for flat rails, S for heavy rails.

6. Most of the wooden ties of the dismantled tracks are no longer usable. Approximately 6,000 ties obtained from the dismantled Schoenberg-Dassow line can be used again. Ties are delivered from depots in Magdeburg and Zernsdorf. In spite of the dismantling of the tracks mentioned above, there is a shortage of 5,900 km of rails and 33,900 ties in the Schwerin railroad district.
7. Material obtained from the dismantling of the tracks mentioned above are to be used for the following construction projects:

Rostock-Bramow	second track	about 4 km
Schwerin-Krebsfoerden	" "	about 4 km
Buetzow-Schwan		about 14 km
Neubukow railroad station	extension of the crossing loop	about 0.18 km
Rostock-Bramow	construction of a siding for loading trucks	about 0.7 km
Ribnitz railroad station,	loading siding 12	about 0.2 km
Reebel railroad station	loading siding 5	about 0.16 km (5)

Comments.

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- (1) The Luebeck-Bad Kleinen railroad line has some importance as a feeder line for the Baltic Seaport of Wismar.

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- (3) Heavy-type rails used in minor lines are often replaced by lighter rails in order to use the heavy type in more important places.
- (4) The Schoenberg-Dassow line is a single-track branch line connecting the Luebeck-Bad Kleiner line and the Baltic Sea. It is of local importance only.
- (5) The reconstruction of the second track of the Rostock-Branow and the ~~Schoenberg-Dassow~~ ~~lines~~ and the reconstruction of the track between Rostock and ~~the~~ were reported previously.

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